



## Freight and Logistics E-News August 2007 (Vol. 5, No. 2)

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## 11th annual Freight and Logistics Symposium scheduled for November 30

The 11th annual Freight and Logistics Symposium will be held on **November 30, 2007**, at the Four Points Sheraton Metrodome in Minneapolis. This year's symposium will address the impacts of rapid change on freight movements in the Midwest. Representatives from the business community, academia, and the public sector will participate in panels discussing current freight challenges and public policy alternatives in response to rapid change. Topics will include ethanol transportation requirements, the shift from imports to exports, competition for containers, truck-weight impacts on roads, intermodal needs, the special needs of medium-sized manufacturers, and emerging industries. Richard Stewart, director of the Transportation and Logistics Research Center, University of Wisconsin—Superior, will make the keynote presentation, focusing on the rapid economic change across the Midwest.

For more information, watch your e-mail and our Web site, [www.cts.umn.edu/events](http://www.cts.umn.edu/events). You may also contact Julie Grazier at 612-624-3708 or [cceconf5@umn.edu](mailto:cceconf5@umn.edu).

## Minnesota Freight Advisory Committee quarterly meeting recap

The Minnesota Freight Advisory Committee (MFAC) met June 8, 2007, for its spring/summer quarterly meeting in Bloomington, Minnesota.

## 2007 Minnesota legislative session review

A panel of government and industry players discussed how transportation fared in the Minnesota Legislature this session.

- Rep. **Bernie Lieder**, chair of the House Transportation Finance Division, explained the funding dilemma—increasing costs of operations to fight decreasing infrastructure conditions—and the importance of balancing needs (transit vs. highways, metro vs. rural, cities vs. counties). Along with funding, he identified congestion and safety as key concerns and called for a different approach than the one taken this session.
- **John Apitz**, director of the Minnesota Regional Railroads Association, detailed the many passenger rail, security, and safety projects presented to the Legislature this year. He hopes they will be consolidated into just a few bills next session.
- **Jeremy Estenson**, government affairs director for the Minnesota Trucking Association, explained that MTA doesn't have a position on truck size and weight increases, but will watch how the issue plays out at the federal level. MTA favors allowing drivers to spend up to 10 hours at Minnesota rest stops (the limit is now set at six hours, four short of federal rest requirements for truckers) and supports seat belt violations as primary offenses. MTA will continue to support emissions reductions through a partnership with the EPA.
- **Betsy Parker**, government affairs director for the Minnesota Department of Transportation (Mn/DOT), said the governor vetoed the transportation bill, which contained other tax increases in addition to a gas tax increase, because it would cost families up to \$500 each year. Lawmakers did not override the veto. But, she added, transportation funding has taken a hit since Gov. Ventura reduced vehicle registration fees, and gas tax increase proposals will likely continue until a compromise is reached. Mn/DOT is also seeking to balance needs, Parker said, and that balance seems to be tipping to metro areas, with concern to distribute the funds equitably based on where people live and work. She said there was a misconception that federal dollars for projects were lost due to inaction by the Legislature. The state is not spending less on road construction, but may have to without bonding money input.

## Minnesota State Transportation Plan

**Tim Henkel**, Mn/DOT director of planning, modal, and data management, and **Peggy Reichert**, Mn/DOT statewide planning and analysis director, said the new state transportation plan emphasizes pavement preservation, using ride quality as the primary performance measure. Performance in most areas is at an acceptable level now, but the state needs to get back on track with pavement preservation and is projected to meet that goal by 2010. Aging infrastructure will need replacement as inflation reduces the state's purchasing power. Mn/DOT will focus on metro congestion and interregional corridors. Current projections show that a "no build" scenario after 2010 will likely mean almost never again having free-flowing freeways. Facing flat revenues, Mn/DOT will concentrate on low-cost efforts that have higher payout prospects, preservation of pavement and bridges, and focus on small projects instead of expensive larger projects.

*MFAC is a partnership between government and business to exchange ideas and recommend policy and actions that promote safe, productive, and sustainable freight transportation in Minnesota. MFAC, consists of representatives from Minnesota's shipper and carrier communities, as well as a variety of other interested organizations, and provides advice to the Minnesota Department of Transportation (Mn/DOT) and the Metropolitan Council regarding freight issues and investments. For more information refer to the MFAC web site, [www.dot.state.mn.us/ofrw/mfac.html](http://www.dot.state.mn.us/ofrw/mfac.html), or contact John Tompkins, MN/DOT Office of Freight & Commercial Vehicle Operations at 651-366-3710 e-mail: [john.Tompkins@dot.state.mn.us](mailto:john.Tompkins@dot.state.mn.us).*

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## U of M supply-chain management program, November 2007

The Carlson Executive Development Center at the University of Minnesota is hosting a 2–1/2-day program on supply-chain management from **November 12 to 14, 2007**. Participants will examine the latest challenges facing supply chains in light of increased globalization and security concerns, industry consolidation, and rising customer expectations. Faculty experts in inventory and distribution management, strategic sourcing, and technology management draw from the latest supply chain research and best practices to develop an exciting and timely curriculum.

The program fee of \$2,500 includes tuition, program materials, coffee breaks, and lunches. For more information on the [Supply Chain Management program](#) or to register online, visit the [Carlson Executive Development Center Web site](#). E-mail: [edc@carlsonschool.umn.edu](mailto:edc@carlsonschool.umn.edu), or call 612-624-2545 or 800-388-3863.

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## Fundamentals of supply-chain management workshop, August 2007

The Fundamentals of Supply Chain Management workshop has been developed for professionals with specific functional experience as well as for those new to the field, whether at a managerial or operational level. The workshop, scheduled for **August 27 and 28, 2007**, in Chicago, Illinois, will provide an interactive learning experience about the supply chain and its impact on all aspects of business.

The workshop cost is \$755 for Council of Supply Chain Management Professionals (CSCMP) members, and \$1,050 for non-members. Registrations are due five business days prior to the event. Registration information is online at [cscmp.org/website/events/fundamentals/chicago.asp](http://cscmp.org/website/events/fundamentals/chicago.asp).

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## Supply-chain management conference, October 2007

The annual CSCMP conference will be held in Philadelphia, Pennsylvania, from **October 21 to 24, 2007**, with expert sessions and discussion forums to bring a new level of knowledge to supply chain management professionals. The conference will offer 11 different individual educational sessions as well as provide time for networking. Costs vary depending on registration. Visit [cscmp.org/Website/events/Conf\\_07\\_NA/index.asp](http://cscmp.org/Website/events/Conf_07_NA/index.asp) for additional information and a downloadable registration form.

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## Guidebook for Freight Policy, Planning, and Programming published

The new [Guidebook for Freight Policy, Planning, and Programming in Small- and Medium-Sized Metropolitan Areas](#) (2.1 MB PDF) has been published by the NCHRP and is now available. The report (#570) was developed to provide MPOs with resources necessary to begin or enhance their freight transportation planning program.

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## Commercial Truck and Bus Safety Synthesis Program publications available

The federal Commercial Truck and Bus Safety Synthesis Program (CTBSSP), sponsored by the Federal Motor Carrier Safety Administration and administered by the Transportation Research Board, compiles knowledge from sources relating to specific commercial truck and bus safety issues. CTBSSP publications are online at [www.trb.org/crp/ctbssp/ctbssp.asp](http://www.trb.org/crp/ctbssp/ctbssp.asp).

Here is a recent CTBSSP publication, with a summary from the TRB Web site:

- [Synthesis 11: Impact of Behavior-Based Safety Techniques on Commercial Motor Vehicle Drivers](#) (11.5 MB PDF). The synthesis describes strategies for increasing safety-related driving behaviors and decreasing at-risk behaviors.



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